IN THE SPECIFICATION:

Please amend the paragraph beginning at page 3, line 16, as follows:

Therefore, technical resolving means adopted by the invention is an electric parking brake mechanism, for pressing a friction member to a braked member via a force transmission converting mechanism for converting a rotational movement of an electric motor to a ~~liner~~ linear movement, comprising: an input shaft connected to a side of the electric motor; an output shaft connected to a side of a brake mechanism for pressing the friction member to the braked member, and a cam mechanism interposed between the input shaft and the output shaft, wherein the cam mechanism includes a plurality of cam members each having a cam face a radius of which is gradually increased relative to a rotational center, and when only a side of the output shaft is driven, all of the plurality of cam members are operated to move to sides of large diameters in order to hamper rotation of the output shaft.

Entry Approved 8/4/04

Please amend the paragraph beginning at page 4, line 5, as follows:

Further, the technical resolving means is the electric parking brake mechanism, wherein the cam mechanism comprises a rotating member contained in ~~an unrotating~~ a nonrotating member having an inner face thereof in a circular shape and rotatable along with the output shaft, a second cam member slidable in a radius direction in the rotating member having an outer face a diameter of which is increased to one side in a peripheral direction, a first cam member disposed on an inner side of the second cam member, having an outer face a diameter of which is increased to other side in the peripheral direction and rotatable along with the input shaft, and a locking member arranged between the second cam member and the ~~unrotating~~ nonrotating

member.

Please amend the paragraph beginning at page 5, line 19, as follows:

Note that in the drawings, reference numeral 1 denotes a caliper, 2 a cylinder, 3 a piston, 4 a dust seal, 5 a ball ramp mechanism, 6 a screw shaft, 7 a ramp plate, 8 a spring seat, 9 a spring, 10 a ball, 11 a nut member, 12 a middle shaft, 13 a second pinion gear, 14 a second wheel gear, 15 a first pinion gear, 16 an output shaft, 17 a first wheel gear, 18 a pinion, 19 a thrust bearing, 20 a parking brake mechanism, 21 ~~an unrotating~~ a nonrotating member, 22 a rotating member, 23 a groove portion, 24 a noncircular hole, 25 a second cam member, 25A a projection, 26 a recessed portion, 27 a cam face, 28 a locking member, 29 an elastic member, 30 a first cam member, 31 an input shaft, 30B a recessed portion, 30A a through hole, 30C a cam face.

Please amend the paragraph beginning at page 7, line 5, as follows:

The piston 3 is ~~unrotatably~~ nonrotatably and slidably arranged in a cylinder 2 formed at inside of the caliper 1 and a dust seal 4 is arranged between the piston 3 and the cylinder 2.

Please amend the paragraph beginning at page 7, line 7, as follows:

In Fig. 4, the piston 3 is constructed by a constitution constituted by a piston head 3A and a piston case 3B, arranged with a ball ramp mechanism 5 as a force transmission converting mechanism at inside of the piston 3 and screwing a screw shaft 6 constituting the ball ramp mechanism 5 to a nut member, mentioned later. The piston case is formed with a projection, not illustrated, in an axial direction and by fitting the projection to a recessed portion formed at

inside the cylinder, the piston case is ~~unrotatably~~ nonrotatably and slidably supported by the cylinder. Further, the ball ramp mechanism is constituted by a ramp plate 7 and a disc portion integrally formed with the screw shaft 6 and a ball 10 pinched therebetween.

Please amend the paragraph beginning at page 9, line 14, as follows:

In Fig. 5 and Fig. 6, the electric parking brake mechanism 20 is provided with ~~an unrotating~~ a nonrotating member 21 and is provided with a rotating member 22 rotatably contained in the ~~unrotating~~ nonrotating member 21 [[, as]] . As shown by Fig. 5 and Fig. 6, the rotating member 22 is formed with a groove portion 23 passing a rotational center of the rotating member 22 and at a central portion of the groove portion 23, an end portion 16A of the output shaft 16 is attached ~~unrotatably~~ nonrotatably to a noncircular hole 24 formed at the center of the groove portion. Further, as described above, the first pinion gear 15 is ~~unrotatably~~ nonrotatably attached to the output shaft 16. As shown by Fig. 5, the groove portion 23 is arranged slidably with two pieces of second cam members 25 constituting a cam mechanism. A recessed portion 26 is formed on an outer side of the second cam member 25 and a bottom face of the recessed portion 26 is formed as a cam face 27. The cam face 27 is constituted by a shape in which a radius thereof is gradually increased relative to a rotational center of the rotating member 22 and a distance between the cam face 27 and the ~~unrotating~~ nonrotating member is gradually changed from small to large and a locking member (hereinafter, referred to as ball) 28 is arranged between the cam face 27 and the ~~unrotating~~ nonrotating member 21. Further, the ball 28 is constituted to be urged to a large diameter side of the second cam member 25 by an elastic member (hereinafter, referred to as spring) 29 as shown by Fig. 5. The spring 29 is constituted

by a coil-like shape, one end thereof is engaged with an engaging portion 22A of the rotating member 22 and other end thereof is locked to the ball 28. Further, a projection 25A for engaging with a first cam member 30 constituting a cam mechanism, mentioned later, is formed at a center of an inner side of the second cam member 25.

Please amend the paragraph beginning at page 10, line 19, as follows:

The first cam member 30 is arranged at a center of the groove portion of the rotating member 22, a central portion of the first cam member 30 is formed with a through hole 30A which can be penetrated by the above-described output shaft 16, an input shaft 31 is formed integrally with the first cam member 30 and the input shaft 31 is attached with the above-described first wheel gear 17 ~~unrotatably~~ nonrotatably to each other as shown by Fig. 6. The first cam member 30 is provided with two pieces of recessed portions 30B at an outer periphery thereof (refer to Fig. 6) and bottom faces of the recessed portions 30B constitute cam faces 30C is in point symmetry. There is constructed a constitution in which the cam face 30C in a shape of gradually increasing a radius thereof, the above-described projection 25A of the second cam member 25 is inserted into the recessed portion 30B and the projection 25A and the first cam member 30 can be engaged with each other by the recessed portion 30B.

Please amend the paragraph beginning at page 11, line 12, as follows:

According to the electric parking brake mechanism constructed by the above-described constitution, when the electric motor is operated and the pinion 18 → the first wheel gear 17 are rotated, the input shaft 31 coupled with the first wheel gear 17 is rotated in a brake operating

direction and the first cam member 30 is rotated integrally therewith (refer to Fig. 7). As a result, the recessed portion 30B of the first cam member 30 and the projection 25A of the second cam member 25 are engaged with each other and the second cam member 25 is rotated integrally with the first cam member 30. At this occasion, in the first cam member 30, a portion of the cam face 30C having a large radius is brought into contact with a bottom face of the projection 25A of the second member 25, further, in the second cam member 25, the ball 28 is moved to a portion of the cam face 27 having a small radius and therefore, a clearance S is produced between the ball 28 and the ~~unrotating~~ nonrotating member 21. Therefore, both of the first cam member 30 and the second cam member 25 are rotated in an arrow mark direction shown in Fig. 7, further, the rotating member 22 slidably arranged with the second cam member 25 is also rotated in the same direction, the output shaft 16 and the first pinion gear coupled with the rotating member 22 are also rotated, rotation is transmitted to the first pinion gear 15 → the second wheel gear 16 → the second pinion gear 13 → the nut member 11 and the brake can be operated by moving the screw shaft 6 in the left direction of the drawing.

Please amend the paragraph beginning at page 12, line 12, as follows:

Further, when the motor is rotated reversely and the input shaft 31 is rotated in a direction reverse to the above-described (brake releasing direction, refer to Fig. 8) the recessed portion 30B of the first cam member 30 and the projection 25A of the second cam member 25 are engaged with each other on a side opposed to that in the above-described case and the second cam member 25 is rotated integrally with the first cam member 30. At this occasion, in the second cam member 25, the ball 28 is moved to a side of the cam face having a large radius.

However, in the first cam member 30, a portion of the came face 30C having a small radius is brought into contact with the projection 25A of the second cam member 25 and therefore, the clearance S is produced between the ball 28 and the ~~unrotating~~ nonrotating member 21. Therefore, both of the first cam member 30 and the second cam member 25 are rotated in an arrow mark direction shown in Fig. 8 ~~, further,~~ . Further, the rotating member 22 slidably arranged with the second cam member 25 is also rotated in the same direction, the output shaft 16 and the first pinion gear 15 coupled with the rotating member 22 are also rotated, the rotation is transmitted to the pinion gear 15 → the second wheel gear 16 → the second pinion gear 13 → the nut member 11 and the brake can be released by moving the screw shaft 6 in the right direction of the drawing.

Please amend the paragraph beginning at page 13, line 9, as follows:

Further, in the case in which the input shaft 31 is brought into ~~an unrotating~~ a nonrotating state (the motor is brought into a stationary state), when the output shaft 16 is rotated in an arrow mark direction of Fig. 9 (that is, when the output shaft is rotated by a force of returning the piston) the rotating member 22 coupled with the output shaft 16 is rotated in the direction shown in Fig. 9, the second cam member 25 is brought into contact with a cam face of the first cam member 30 having a large radius ~~, further,~~ . Further, the ball 28 arranged between the second cam member 25 and the ~~unrotating~~ nonrotating member 21 is also moved to a cam face of the second cam member 25 having a large radius and therefore, the ball 28 is pinched between the second cam member 25 and the ~~unrotating~~ nonrotating member 21 (in other words, by a wedge

effect in which the ball is driven to climb the cam face) to thereby enable to bring about a parking brake state. Further, in releasing the parking brake state, the brake can be released by reversely rotating the motor M.

Please amend the paragraph beginning at page 14, line 22, as follows:

As has been described in details, according to the invention, by constituting the electric parking brake mechanism by the input shaft connected to the side of the motor, the output shaft connected to the side of the brake mechanism and the cam mechanism for coupling the input shaft and the output shaft in regularly rotating and reversely rotating to drive the input shaft and fixing the output shaft in ~~an unrotating~~ a nonrotating state in driving the side of the output shaft in a state of stopping the side of the input shaft, the mechanical efficiency can be promoted and a total of the apparatus can be downsized in comparison with the parking brake mechanism of the conventional art adopting the irreversible mechanism of the worm gear type. Further, since the cam mechanism is adopted as electric parking brake mechanism, durability can be ensured and safety in operation can be ensured. Further, since an actuator exclusive for a parking brake is not used, and the parking brake is held and released by the electric motor for generating the force, excellent effects of enabling to simplify the constitution of the electric brake and so on can be achieved.